

# **BUILD Grant Application Report by the NC Department of Transportation**

Section 34.17 of [S.L. 2018-5](#)

July 12, 2018

## **GRANT Application Submission Project**

The *im*proving **B**ragg **R**oads and **A**ccess for **G**reater **G**rowth Project (iBRAGG) will facilitate the rationalization of roadway maintenance in the vicinity of Fort Bragg, yielding long-term savings and improved safety and design for all travelers in the vicinity of Fort Bragg. These travelers include 1) military personnel posted to the base who travel to off-base locations for business and leisure, 2) civilians who live off-base but work inside the gate, and 3) increasingly civilian traffic passing by Fort Bragg but not connected to base operations. The iBRAGG Project will reconstruct a set of roads located on the military reservation, but outside the gates of the secure area to bring them back to a state of good repair. These roads were originally constructed by the military staff posted at the Fort and were intended for training use, but have since become routes used by commuters to different sides of the base.

In their current state, they do not meet North Carolina Department of Transportation (NCDOT) design specifications. Once the roads are repaired and in good condition, they will be transferred to NCDOT for operation and maintenance according to a Memorandum of Agreement signed by The U.S. Army Garrison (USAG) Fort Bragg North Carolina and the NCDOT. As part of the agreement, Fort Bragg will petition the NCDOT to add the roads to the State Highway System. This addition will be accomplished in accordance with NCDOT road addition procedures, which includes approval by the NCDOT Board of Transportation. Bringing the roads into a state of good repair and consistent with current state standards is a condition of making the transfer.

## **Background**

Fort Bragg is a critical military facility, as well as an economic anchor for the Fayetteville metropolitan area. Over time, these two large economic centers are becoming more integrated through a shared labor pool, contracting, and coordination of public services and activities. As a result, the roads now carry more traffic than envisioned when they were constructed as they are used by the general public for non-base related travel, as well as for traffic to and from the base. Cut through traffic, travel for which the base is neither an origin nor a destination, has grown in recent years as travelers use the surrounding roads to avoid nearby congested arterials. An estimate of this non-base traffic was developed for two nearby intersections. For both intersections below, the cut-through volume is shown and also the cut-through percentage of the intersection traffic.

The road improvements associated with the **iBRAGG** Project will be made in North Carolina counties of Cumberland, Hoke, and Moore.

## **Timeline**

The application is due July 15, 2019. Final BUILD Grant determinations will be made by December 20, 2019. The Project can be fully constructed by December 2023.

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## **Expected Cost and Funding Request**

The estimated cost for the project is expected to be between \$25M and \$30M once all of the Project details have been confirmed. The funding request is expected to cover the majority of the expected costs, due to this project possibly being classified as rural. Rural projects can be funded up to 100% with the USDOT Secretary's approval. Some funding from an adjacent state-funded project and funding from the Department of Defense are being considered, as well.

## **Federal Criteria the Project Proposes to Meet**

The Project addresses multiple criteria in the BUILD Grant notice. These include safety, economic competitiveness, quality of life, state of good repair, innovation and partnership.